

INTIMATION

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FINE PALE COGNAC (Marie Brisard & Roger's)	\$29.80
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Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTH.

On the 18th October, at No. 6, Mosque Junction, to Mr. and Mrs. L. F. V. HENRIK, a son. Both mother and child are doing well.—Shanghai and Lisbon papers please copy. [1193]

MARRIAGE.

On October 19th, at St. John's Cathedral, by the Rev. Arthur B. Thornhill M.A., Harold, youngest son of Mr. CHAS. DEWBURY, of Walsall, Staffs, England to Norma Evelyn, eldest daughter of Mr. R. A. NICHOLSON, of the Cosmopolitan Dock, Kowloon. [1195]

HONGKONG OFFICE: 104, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 20TH, 1910.

Once more the attention of the world is rivetted upon Persia. The continued prevalence of disorder in that unhappy country has caused the British Government to intervene and to say that unless order is restored in the Southern half of the Empire—that is to say, within what is recognised as the British sphere of influence—within three months she herself will take measures at Persia's expense to organise a local force under the command of Anglo-Indian officers to re-establish and preserve peace and order in the provinces. In certain quarters the presentation of the Note has been assumed to mark the end of that policy of non-intervention which Great Britain and Russia a few years ago agreed to observe, but the latest telegrams go to show that both Great Britain and Russia are extremely reluctant to intervene. Both Powers are acting in accord, and the British Note, which we may point out relates only to the disorders in the South, has been presented with the full concurrence of Russia; so that there has been no breach

of the friendly understanding arrived at two or three years ago. Both, we are told in the telegram we publish this morning, are firmly resolved on non-intervention so far as is compatible with the interests and safety of foreigners and the maintenance of order. Practically then, the threatened action on the part of the British Government to itself organise and control a force for the preservation of order in the Southern provinces of Persia amounts to nothing more than what was done by Great Britain in South China a few years ago. When the Canton authorities failed to suppress piracy in the West River after repeated remonstrances had been made, the British Admiral instituted a patrol of the river with British gunboats. Thereupon the Chinese authorities accelerated their own arrangements for discharging this important duty, and when Admiral Moore was satisfied with their arrangements for the policing of the river he withdrew his gunboats. Something of this kind seems to be all that the British Government intends doing in Persia. Early in August when the new Cabinet submitted its programme to the Meljiss, or Parliament, it announced its intention immediately to employ foreign advisers to undertake the necessary reform of the police, to improve administration in the provinces, to punish disorderly elements, to increase the provincial garrisons to 30,000 men, to establish a central force of 6,000 men, to take immediate steps to cover the deficit in the Budget, and to undertake reforms of the Courts of Justice and schools. In reply to an interpellation with regard to the Russian troops in Northern Persia, the Foreign Minister stated that he hoped soon, with the friendly assistance of the Powers, to obtain their withdrawal. Nothing substantial apparently has been done to give effect to these promises so far as they affect the brigandage and disorder which has for so long been rife in Southern Persia. Hence, Great Britain's warning. Presumably Russian troops are still in Northern Persia, and perhaps their presence there has served to protect the North from the disturbances so common in other parts of the country. The outlying province known as Persian Beluchistan has set the authority of the Teheran Government at defiance, and we read that no Persian official dare show his face beyond Bam. No revenue has been collected for nearly two years, and the Baluchis are now a law unto themselves. They are quite prepared to raid into Persia proper if there is any effort made to coerce them, and acts of brigandage are common. The old trade route between Bandar Abbas and Kirman is infested with bands of robbers armed with modern high velocity rifles, and no leaders of caravans venture to use it. This, however, is to the gain of India, for trade is reported to be quiet along the Nushki route which is absolutely safe, and its popularity is stated to be steadily growing. One derives the impression from recent news that the Persian Government is incapable of dealing satisfactorily with the state of anarchy which seems to so widely prevail, and we imagine that the Note which has been addressed to it by the British Government will be welcomed rather than resented by the peaceful and law-abiding inhabitants if not by the governing authorities who have so signally failed to preserve the conditions essential to trade and to the progress, contentment and happiness of the people.

The practice reel dances for St. Andrew's Ball will be held on November 8th, 15th and 22nd.
The appointment of Mr. A. F. Churchill, of the Colombo Drainage Works, as Assistant Director of the Public Works, Hongkong, was confirmed by the Secretary of State by cable to Colombo on the 2nd inst.
The police have been informed that three barrels of Vaseline oil valued at \$180 have been stolen either from the s.s. *Aragonia* or from the Hongkong and Kowloon Wharf and Godown Company between the 8th and the 14th inst.
For snatching a gold hair pin from a woman's head at West Point a Chinese was yesterday ordered by Mr. E. R. Hallifax to go to prison for six months with hard labour, to be exposed in the stocks for four hours and to receive twelve strokes with the birch.
A gambling raid was made at 57, Staunton Street on Tuesday, and though the usual stampeded occurred eleven men were arrested. A hukong among the police had his ankle sprained. Yesterday Mr. Hallifax fined the leader \$50 for keeping a common gaming house and the others were fined \$4 each.
The Duff Development Company's issue of £250,000 six per cent. convertible debenture stock was to be made in London on Monday at par. The issue has been guaranteed by powerful financial houses, and is made with a view to providing large funds for the further development of the company's territory in Kelantan. Colonel Ivor Phillips, M.P., the Chairman, says that an active policy will be pursued. Mr. Duff sails for the East on the 3rd of November

Miss Kathleen Louise (Katie) Noble, younger daughter of the late Mr. G. E. Noble, of the Hongkong and Shanghai Bank, was married in London last month to Mr. Edmund F. Callaghan, of Parkside, Ravenscourt Park, W.

A daring case of snatching has just been reported to the police. As Mrs. Maria Roberts, of Ashley Road, Kowloon, accompanied by her husband, was proceeding from the Wing Lok Street Wharf—having just returned from Macao—along the Praya a coolie darted to the side of the vehicle in which she was sitting and snatched from the arm of the child on her knees a rattan bangle mounted with gold valued \$18. The alarm was raised, but the thief succeeded in making his escape.

Undaunted by the capture of one of their number on Monday night the fishing fleet using dynamite returned to Stanley Bay on Tuesday night and resumed their illegal operations. This time P. S. Gerrard got them between himself and the land and made another capture with all the dynamite and fuses in addition to a fair haul of fish. The master and his six felons were brought before Mr. E. R. Hallifax at the Magistracy, and the former was fined \$50 and the others \$10 each. An additional fine of \$10 was imposed on the master for conveying dynamite without having it properly labelled as dangerous.

An interesting prosecution was heard before Mr. Hallifax at the Magistracy yesterday when four chair coolies were charged with not returning a bundle of clothing left in their vehicles to the Captain Superintendent of Police or the nearest Police Station Police and were also charged with stealing the same. The coolies had taken two fares from the China Hotel to Seymour Road, and demanded thirty cents, which the passengers refused to pay, offering twenty, which was accepted after much discussion. The parcel of clothing, which was valued at \$25, was taken away in one of the chairs. His Worship, after hearing the evidence, declined to convict and the defendants were discharged.

The wedding was celebrated at St. John's Cathedral yesterday of Mr. Harold Dewsbury, son of Mr. Charles Dewsbury, of Walsall, Staffordshire, to Miss Norma Evelyn, daughter of Mr. R. A. Nicholson, Cosmopolitan Dock. The ceremony, which was witnessed by a large congregation, was performed by the Rev. A. B. Thornhill, the service being fully choral. The bride, who was given away by her father, was attended by Miss Gertrude Brotherton Barker and Miss Josephine Allen Nicholson (sister), and the bridegroom was supported by Mr. Wallace J. Hansen. The bride wore a beautiful gown of duchesse ivory satin made in the empire style. The corsage was of broché veiled *ninon de soie* and the court train was of broché silk trimmed with heavy cream lace. She also wore a plain veil of silk Brussels tulle and a wreath of orange blossoms. She carried a bouquet of white flowers with trailers of evergreen and maiden-hair fern and white satin streamers. A reception was held after the wedding at the residence of the bride's parents.

MACAO.

A correspondent writes to us from Macao as follows:—

The only visible changes in Macao, since the advent of the Republic, are in the flag and in the unbecoming attitude of the soldiers and sailors, specially the latter. Not content with insulting the Jesuits and the priests they have now started to bully in the street other people. The worst feature of the whole thing is that the superior officers seem powerless. The men seem to think that Republic means anarchy. If the authorities do not stop this sort of thing it might drive away people from the place. It would not be a bad move if the *Patria* were to go out for a cruise.

CAPTAINS AND PILOTS.

The Imperial Merchant Service Guild have lately been interesting themselves in the case of the wreck of the British India Steamer *Satara*, which occurred on the 20th April last below Seal Rocks on the Australian Coast. The Marine Inquiry into the matter was held at Sydney, N. S. W., where the interests of the Captain of the steamer were defended by the Guild solicitors at the port, Messrs. Marshall & Marks. At the time of the casualty a daily recognised pilot—permitted by the company—was conducting the ship. It appears, however, that this pilotage was not compulsory and the Judge at the inquiry, Judge Backhouse, stated that this method of navigation, though customary, was justified neither by law nor good navigation, and that the Captain should have seen that the course set by the pilot was a dangerous one. He stated, however, that the Captain had not attempted in any way to mislead the Court and had shown excellent seamanship after the mishap, this having been taken into consideration. The Captain's certificate was suspended for six months. Acting upon certain comments contained in the judgment of Judge Backhouse, the Guild addressed a communication to him acquainting him of the fact that they were much impressed with the severity of the decision. They pointed out that as the owners of the steamer provided the pilot it was only natural that the Master should repose every confidence in him in connection with the navigation of the ship. Further, it was urged that the pilot, apparently, was devoting close attention to the safe navigation of the vessel, and, according to the Captain's judgment, there was no reason to think that a grave risk was being invited. Judge Backhouse has now caused a communication to be addressed to the Guild, stating that, on consideration, the suspension of the Master's certificate has been reduced, as a matter of grace and not of right, the opinion being expressed that the Master should have shown the pilot that the ship was being run into danger. The Guild have expressed their satisfaction at the reduction of the suspension and it is understood that the Captain's certificate has now been returned to him.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

H.M.S. "NEWCASTLE" BREAKS DOWN

LONDON, October 19th.
A telegram from Malta reports that H.M.S. "Newcastle" left there for China on the 15th inst. but has returned owing to internal defects which it will take eight days to remedy.

THE SITUATION IN PERSIA.

ANGLO-RUSSIAN RELATIONS.

LONDON, October 19th.
Renter's Agency learns that the British Note was presented to Persia after consultation with Russia.

The two Governments are acting in accord, and there can be no question of partition, both being firmly resolved on non-intervention so far as is compatible with the interests of the safety of foreigners and the maintenance of order.

THE ATLANTIC AIRSHIP.

ATTEMPT TO CROSS THE OCEAN ENDS IN DISASTER.

LONDON, October 19th.
The Captain of the Royal Mail Steamship Co.'s liner "Trent" has reported by wireless telegraphy that he has picked up Mr. Wellman and his crew of five on the morning of the 18th.

The airship has been abandoned. The rescue was made in latitude 35.43 and longitude 68.18.

LATER.
Mr. Wellman and the other members of the crew of the airship were rescued 350 miles off Cape Hatteras. They had covered 850 miles in 69 hours, which beats the record both for distance and time.

The rescue was extremely lucky, for they were in an unfrequented part of the ocean.

The steamer "Trent" was inaugurating a new service between New York and Cuba.

A STRAITS LOAN.

A London telegram dated October 15th says:—
The three and a half per cent. Straits loan of two and three-quarter millions was underwritten yesterday, and will be offered to the public tomorrow at 95.

TREATMENT OF COOLIES ON RUBBER PLANTATIONS.

The President of the Planters' Association of Malaya at a recent meeting of that body, expressed appreciation of the action of the Government in strengthening the Department of Agriculture and passing the Rubber Dealers Bill, and he took occasion, at the same time, emphatically to deny the truth of reports that the coolies on estates were badly or cruelly treated. While he admitted that in times of depression planters had not always been able to look after their own or their coolies' health, every effort was being made to-day to protect the health of the European and Asiatic employees. A lot of labour was coming in from India. As to obnoxious coolies, some magistrates find them, while others only ordered them to return to the estate. He thought steps should be taken properly to protect planters' interests.

The use of Chinese coolies in Lower Perak is, it is said, giving satisfaction, the chairman of the Planters' Association there stating that he had recently engaged 100 Chinese, and estimated that they would cost the estate 40 cents each a day, including everything. About 10 per cent. of them were opium smokers. On one estate in the district the coolies were expected to tap 400 trees a day, two cuts only, but this seems a big task, for on other estates the number ran from 250 to 300, for which 35 to 40 cents a day was paid.

LATEST STEAMER MOVEMENTS.

The American & Manchurian Line steamer *Kangas* left Batang on the 17th inst., and is due here on about the 24th inst.
The H.A. Line's str. *Suevia* left Singapore on the 19th inst. a.m., and may be expected here on or about the 25th inst.
The O.S.K. str. *Tacoma* left Tacoma for this port via Japan and Manila on the 15th inst., and is expected to arrive here on or about the 26th inst.
The I.G.M. str. *Buelow*, which left here on the 21st ult., at noon, arrived at Genoa on the 17th inst., at 10 p.m.
The C.P.R. Co.'s str. *Empress of Japan* left Yokohama on the 18th inst., at 3 p.m. for Victoria and Vancouver, B.C.

SUPREME COURT.

Wednesday, October 19th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A FIRST OFFENDER.
Yung Kin Chiu, shroff to the Medical Hall, was indicted on two counts of uttering a forged document.

The Attorney-General (Hon. Mr. W. Rees Davies, K.C.) instructed by Mr. H. L. Denny, senior, Acting Crown Solicitor, appeared for the Crown, and Mr. Eldon Potter, who was instructed by Mr. F. C. Barlow, from the office of Messrs. Geldring, Barlow & Morrell, represented the accused.

Prisoner pleaded guilty on both counts. It was thought that the prisoner had misunderstood the interpreter, and with the concurrence of the Attorney-General the charges were again read to him, and he was asked to plead a second time.

He said, "I did it. I plead guilty."
The Attorney-General then informed the Court of the facts. The prisoner, he said, was a shroff in the employ of the Medical Hall, which was a German Dispensary. On September 10th he went to the office of Messrs. Jobson & Co., where Mr. Riecken was employed as an assistant. There he presented for payment a document for \$14.30 which purported to be a bill from Messrs. Schmidt & Co., gun and rifle makers, for that sum. He asked for payment of the amount, which was handed over on the faith of the endorsement of J. Riecken upon the bill, and he went away. Some time afterwards, when the shroff was entering the amount in the books, he became suspicious, and on showing the receipt to Mr. Riecken, that gentleman said he knew nothing about it. The defendant was again communicated with, went to Messrs. Jobson & Co. on the 19th, and the shroff showed him the receipt and said it was not Mr. Riecken's signature, and informed him that that gentleman had never had any business with Schmidt & Company. Defendant at first denied that the receipt was the one he had handed in, but ultimately admitted it. Jobson's shroff asked him to refund the \$14.30, and said, he would return the receipt. Defendant said he had not got the money, but he gave a sort of indemnity to the shroff. On this being signed the police were communicated with, and accused was arrested. Mrs. Schmidt had stated in evidence that she had no business dealings with Mr. Riecken, also that the defendant had no authority to collect money for her. The receipt given by the defendant corresponded in form with the receipts given by the Medical Hall. In this case the Attorney-General suggested that his Lordship should adopt a course which was not uncommon: that was, to ask the police authorities what was known of the defendant. This was only one of many similar frauds.

Mr. Potter said there would have been no other frauds of this kind proved against the defendant on his trial. If there had been, he would have been indicted on them.

His Lordship—What strikes me at once is that this printed form is a forgery on the face of it.
Mr. Potter—There is not the least doubt of it, my Lord. On the face of that document it is a patent fraud, and no man in his sane senses would take it to Jobson's shroff to get money on it.

His Lordship—It is only patent to an Englishman, not to a Chinaman.
Mr. Potter said it was patent to all. The moment that the shroff examined the receipt he detected it. On September 10th he presented a forged order, it was cashed, and an hour afterwards the forgery was detected. Nothing was done until September 19th, and in the interval the defendant went about his ordinary duties, although he must have known that the moment Mr. Riecken saw the document he would detect the forgery. In those circumstances Messrs. Jobson & Co.'s shroff sent for the accused. He went there and was confronted with the receipt, and the shroff told him he got the money on it. He said, "Oh, no, I didn't," but when the circumstances were related to him he admitted having got it.

The Attorney-General—The prisoner says he is guilty, and my learned friend says he is not guilty. It is like the celebrated case before Mr. Justice Hawkins in which a man said he was guilty and the jury brought him in not guilty.
His Lordship (to Mr. Potter)—Your point now is to bring forward certain facts in mitigation.

Mr. Potter said it was. He was going to call before the Court Mr. Niedhardt, one of the witnesses for the prosecution, who would say that during the years the defendant had been his shroff he had no fault to find with the shroff's work. The accused never failed to appear at the proper time to square up his accounts, and acted in every way as an honest man would.

His Lordship—If you adduce evidence of character there can be a counterblast.
Mr. Potter said he would not go further than the depositions.

His Lordship—What is the age of the defendant?
M. Potter—Twenty-two.

His Lordship—Is there a First Offenders' Act?
Mr. Potter—Yes, your Lordship has power to bind the defendant over to come up for judgment when called upon. If there was ever a case which ought to come within this Ordinance it is this, and I would ask your Lordship to deal as leniently as possible with the accused.

His Lordship said he should deal with the case on its merits without any extraneous evidence, and he was not influenced by what had been said by learned Counsel with regard to the prisoner's conduct, because on the bare facts it seemed that he was a perfectly honest shroff to those who employed him. But he availed himself of the knowledge which he acquired as a shroff to defraud other people. With regard to this being a temporary lapse from good behaviour, his Lordship said he could not possibly adopt that view because it was as deliberate a forgery as could well be imagined. Accused had pleaded guilty to uttering a forged document knowing it to be forged, and the facts seemed to his Lordship to show a very deliberate commission of the crime. The one point in prisoner's favour, which he would take into account in passing sentence, was the fact that he had pleaded guilty. Accused would be sentenced to two years' imprisonment with hard labour.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUISNE JUDGE).

Yau Lee, a lady's tailor of No. 11 D'Aguiar Street, sued a former employe of his named Chui Kwai Fook, for the sum of \$57.90 being for wages advanced and lodging. Mr. Reader Harris appeared for the plaintiff and Mr. Sydenham Dixon for the defendant. The case lasted all day and was eventually adjourned by the Judge for his consideration.

A HOTELKEEPER'S LIABILITY.

His Lordship delivered judgment in the case in which J. C. Lorentzen and Mrs. A. M. Lorentzen sued L. Ganeau, proprietor of the Astor House Hotel, for \$250, being damages done to the goods and belongings of plaintiffs owing to and through the negligence of defendant and his servants whilst plaintiffs were staying at the hotel. His Lordship was satisfied that the luggage hall, in which plaintiffs' luggage was stored, had become swamped during heavy rains, and after reviewing the evidence he said that his finding on the facts adduced was in favour of the plaintiffs and it was not necessary for him to decide the point of law raised by Mr. Hodgson that the common law liability of defendant as landlord commenced from the time the luggage receipts were handed to Mr. Blumenthal. There would be judgment for plaintiffs and costs and the question of damage would be referred to the Registrar.

LOCAL SPORT.

HONGKONG ASSOCIATION FOOT-BALL LEAGUE.

SECOND DIVISION.

The fixtures for 1910-11 are appended—

1st Round.

H.K. Police v. 88 Coy. R.G.A.
83rd Coy. R.G.A. v. B.O.C.

87 Coy. R.G.A. Bye.

Must be completed on November 5th, 1910.

2nd Round.

87 Coy. R.G.A. v. B.O.C.

88 Coy. R.G.A. v. 83rd Coy. R.G.A.

H.K. Police Bye.

Must be completed on November 12th, 1910.

3rd Round.

83rd Coy. R.G.A. v. 87 Coy. R.G.A.

H.K. Police v. B.O.C.

88 Coy. R.G.A. Bye.

Must be completed on November 19th, 1910.

4th Round.

H.K. Police v. 87 Coy. R.G.A.

B.O.C. v. 88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.

Must be completed on November 26th, 1910.

5th Round.

83rd Coy. R.G.A. v. H.K. Police.

88 Coy. R.G.A. v. 87 Coy. R.G.A.

B.O.C. Bye.

Must be completed on December 3rd, 1910.

6th Round.

83rd Coy. R.G.A. v. 87 Coy. R.G.A.

H.K. Police v. B.O.C.

88 Coy. R.G.A. Bye.

Must be completed on December 10th, 1910.

7th Round.

H.K. Police v. 88 Coy. R.G.A.

83rd Coy. R.G.A. v. B.O.C.

87 Coy. R.G.A. Bye.

Must be completed on December 17th, 1910.

8th Round.

83rd Coy. R.G.A. v. H.K. Police.

88 Coy. R.G.A. v. 87 Coy. R.G.A.

B.O.C. Bye.

Must be completed on December 24th, 1910.

9th Round.

87 Coy. R.G.A. v. B.O.C.

83 Coy. R.G.A. v. 83rd Coy. R.G.A.

H.K. Police Bye.

Must be completed on December 31st, 1910.

10th Round.

H.K. Police v. 87 Coy. R.G.A.

B.O.C. v. 88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.

Must be completed on January 7th, 1911.

The dates given for above matches must be adhered to as far as possible except by the order of the Committee.

Secretaries of Clubs will be notified of the ground and names of referees each week and the local Press will also be notified.

A. S. ELLIS,
Hon. Secretary and Treasurer.

KOBE GOLF CLUB.

THE "HAPPY VALLEY" CUP.

A competition took place on Sunday, the 9th inst., on the Hokkaido Golf Links, Kobe, for the "Happy Valley" Cup very kindly presented by Messrs. Bird, Garrett, Sutherland, and Taster, of Hongkong. The conditions of the competition were 36 holes match play versus Bogey, under handicap, and was open only to resident members of the Kobe Golf Club. The weather was fine, and the course in good order, and out of a field of 25, Mr. H. B. Darr, from the +2 mark, was the winner, being one up on the Colonel.

The following returns were handed in:—

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Hendrick, R.N.	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	ARADIA Capt. S. Barham	About 28th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 29th Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN Capt. C. R. Longden, R.N.	On 2nd Nov.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 20th October, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"CHINHUA"	On 20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	On 21st Oct., 10 A.M.
SHANGHAI	"ANHUI"	On 22nd Oct., 10 A.M.
MANILA	"TEAN"	On 23rd Oct., 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KUBICHOV"	On 24th Oct., 4 P.M.
ILOILO & CEBU	"SUNGKIANG"	On 25th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
FARE, 845 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 20th October, 1910.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 21st Oct., 4 P.M.
TIENTSIN	"CHIPSANG"	Monday, 24th Oct., Noon
SHANGHAI	"KWONGSANG"	Tuesday, 25th Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"KUTSANG"	Saturday, 29th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 5 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nowohwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 20th October, 1910.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 11th October 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct., at 11 A.M.
"HAICHING"	Capt. W. O. Passmore	FRIDAY, 28th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	SUNDAY, 23rd Oct., at 11 A.M.
		WED'DAY, 26th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPEL & Co.,
GENERAL MANAGERS.

Hongkong, 20th October 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RURI	2540	E. Rodger	Manila	On 22nd Oct., Noon
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct., Noon

For Freight or Passage apply to
HONGKONG, 9th October, 1910.

SHEWAN, TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 21st Oct.	S.S. C. FRED. LAEISZ 24th Oct.
S.S. SUBVIA ... 4th Nov.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. WESTPHALIA ... 17th Nov.	S.S. BELGRAVIA ... 3rd Nov.
S.S. ARABIA ... 18th Nov.	For MARSEILLES, HAMBURG & ANTWERP:
S.S. SCANDIA ... 1st Dec.	S.S. ARMENIA ... 9th Nov.
S.S. BRISGAVIA ... 16th Dec.	For HAVRE & HAMBURG:
S.S. SLAVONIA ... 30th Dec.	S.S. SENEGAMBIA ... 18th Nov.
	For ROTTERDAM, HAMBURG & ANTWERP:
	S.S. SILVIA ... 20th Nov.
	MARSEILLE, HAVRE & HAMBURG:
	S.S. SUBVIA ... 30th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUJO MARU ... 10,500 tons gross ...	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " "	Dec. 21st, at Noon.
S.S. KIYO MARU ... 1,200 " " " "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG and PORT SAID	HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. A. Christensen, KAMO MARU Capt. F. L. Sommer,	9,000 3,000 9,000	WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight. WED'DAY, 23rd Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl,	7,000	SATURDAY, 5th Nov., from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 23rd Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler,	6,000	WED'DAY, 26th Oct., at Noon.
YOKOHAMA	KAWACHI MARU Capt. H. Petersen,	7,000	SUNDAY, 23rd October.
BOMBAY via SINGAPORE, COLOMBO	CEYLON MARU Capt. Fred. Pyno,	6,000	WED'DAY, 26th Oct., P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	8,000	WED'DAY, 26th October.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma,	7,000	THURSDAY, 27th Oct., at 5 P.M.

Fitted with New System of Wireless Telegraphy. Cargo only. Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
ITO	7000	15th "	" " 2nd Class S 325.00
HIRANO	9000	29th "	" " 2nd Class S 360.00
TANGO	8000	12th April	" " 2nd Class S 540.00
KAMO	9000	26th "	" " 2nd Class S 500.00
AKI	7000	10th May	" " 2nd Class S 750.00
MISHIMA	9000	24th "	" " 2nd Class S 330.00

VICTORIA, B.C. & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S 380
TAMBA	7000	25th April	" " 2nd Class S 221
AWA	7000	23rd May	To London via New York:
			1st Class S 260
			" " 2nd Class S 259

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU"	6,176	WED'DAY, 30th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOBHU MARU"	WED'DAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

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1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI,
MANAGER

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TOURS arranged to ALL PARTS of the WORLD.
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BREWERS AND MANUFACTURERS OF ICE,

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